

INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY **North Korea**

REPORT

SUBJECT Road Conditions, Transportation
Activities and Security Control
Between T'up'ch'ŏn and
Kum-ni, Koeŏng-gun, Kangwŏn-do

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Road Between Tup'o-ri ¹ and Kūm-ri, ² Kōsōng-gun, Kangwŏn-do

1. The road between Tup'o-ri (DT 1799) and Kufin-ni (DT 3179), Kungnang-gan, Kangwon-do, in late June 1959, was about six meters wide and about 100 ri in length. (See Attachment for a sketch of this road.) It was covered with gravel about ten cm thick, usually replenished at each spring by peasants living along the road. It was flanked by a ditch excavated to a depth of 40 cm and a width of 50 cm, and by a line of acacia and willow trees on each side. As the road was little affected by natural elements, traffic was able to move all through the year. The Hamhung Road Engineering Section (HRES), Hamgyong-namdo, was responsible for the management and maintenance of the road.
2. As of 22-23 June, there was a wooden bridge about ten meters long, four meters wide, and four meters above the water at DT 176994. This bridge, officially named the Tuback-kyo, was passable for trucks. It was built for temporary use during the Korean War when the original concrete bridge was destroyed and was expected to be replaced by a concrete bridge, the foundation work for which was being carried on by an HRES team.
3. At DT 197975 there was a ford about ten meters long and about 30 cm deep. During the rainy season traffic was interrupted here and so a new road, including a bridge at DT 192964 and a causeway, was built during 1957-1959, running around the mountain ridges and along the river. Pedestrians still preferred the ford, however, because it was shorter.
4. At DT 206945 was a concrete bridge about two meters long, five meters wide, and three meters above the water. It was passable for trucks and probably tanks; there was no bypass. A concrete bridge about five meters long, six meters wide, and four meters above the water was located at DT 244943. Officially named the Namsegyo, it was passable for trucks; there was no bypass available.

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5. A ford which was usually dried up except in the rainy season was located at DT 247931. It was passable for trucks even during light rains. Stream crossings which were usually dried up except during the rainy season and which were passable for trucks even in the rainy season were located at DT 214946, DT 217947, DT 233946 and DT 237945.
6. There was a concrete bridge about two meters long, six meters wide, and one and one-half meters above the water at DT 249937. It was passable for trucks and tanks; no bypass was available.
7. At DT 266916 there was a wooden bridge about seven meters long, six meters wide, and three meters above the water. It was built in July 1958 by the HRES. It was passable for trucks but not for tanks, which were required to use a bypass.
8. At DT 280891 and again at DT 282887 there were concrete bridges, each about seven meters long, seven meters wide, and three meters above the water. For each, a bypass was available.
9. At DT 296855 and also at DT 302849 were concrete bridges, each about three meters long, six meters wide and three meters above the water. There were no bypasses.
10. Culverts, each about one meter in diameter, were set up at DT 289879, DT 292870, DT 293865 and DT 309821.
11. At DT 404794 was located a wooden bridge about 20 meters long, 40 cm wide, and one meter above the water. It was built of two lines of jointed logs and was passable for two persons at a time.

Transportation Activities

12. This road was used chiefly by two and one-half ton trucks of consumers' guilds carrying sea products from adjacent areas to Wonsan and other cities. Military trucks were also said to use the road.
13. The only available passenger transportation between Kosong and Wonsan was the bus line, with some eight buses being operated daily, an average of four buses leaving either terminal at 0900 hours and arriving at 1700 hours. Of the eight buses, all of which were made in the USSR, two were originally intended for such use and the other six were converted from ZIS and GAZ trucks. The bus fare for a ride from Kosong to Wonsan was said to be little more than 300 won.⁵ Each of the six converted buses had a seating capacity of 25, and the two originally made as buses had a seating capacity of 30. The buses were usually full, but recently there were apparently no standees. Bus tickets were generally freely available to travellers who could produce citizenship certificates, but official and military travellers were preferentially handled in booking.

Security Control

14. There were two checkpoints along the entire road, one manned by a North Korean People's Army (NKPA) guard and the other by two Internal Affairs guards. The NKPA checkpoint was located at DT 308822, about five ri north of Kufin-ni, Kosong-gun, and was a wooden guard post, about one meter long and one meter wide. The guard was armed with a submachine gun (PPSH). The Internal Affairs guard post, located at DT 347822 in Onjong-ni, Kosong-gun, was a bunker-type structure, half hidden under the ground and half above the ground. The two Internal Affairs guards each carried a submachine gun.⁶

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-3-

2. Kuum-ni was formerly Kosong-up (N 38-40, E 128-19), according to the 27 July 1955 edition of the Nodong Sinmun. Two maps of North Korea, published in 1957 and 1958, show the present Kosong-up to be at the former location of Changjon (N 38-44, E 128-12).

3. One ri equals .4 km.

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5. This was the fare before the currency reform.

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6.

[redacted]
[redacted] in July 1958 [redacted]
[redacted]

[redacted] travel certificates were no longer checked on the train, but 50X1-HUM
travel orders of official and military travellers were still checked by the
NKPA military police. [redacted]

[redacted] it was no longer necessary to carry
a travel certificate unless one went to P'yongyang, but issued him a certificate
anyways just in case of trouble. [redacted] train fare from Wonsan to Hamhung was
135 won before the currency reform. [redacted]

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